

December 14, 2009

226180

Mr. Matthew Wallen
Director
Office of Public Assistance,
Governmental Affairs and Compliance
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Re: TTX Company Finance Docket No. 27590

Dear Mr. Wallen:

I enclose for filing in the above-captioned docket(s), the following documents, which were recently approved by the TTX Company Board of Directors and the TTX Company President and CEO:

F.D. 27590: TTX Form A Car Contract: Supplement 214 provides for car hire and mileages charges, effective January 1, 2010;

F.D. 27590: TTX Form A Car Contract: Supplement 215 provides for reduced costs for "storage-to-storage" movement.

An acknowledgment copy of this letter with the above mentioned Supplements has been enclosed. Please stamp the acknowledgment copy with the filing date and return it to the messenger.

Very truly yours,

Anne E. Treadway
Assistant General Counsel

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Public Record


Enclosures

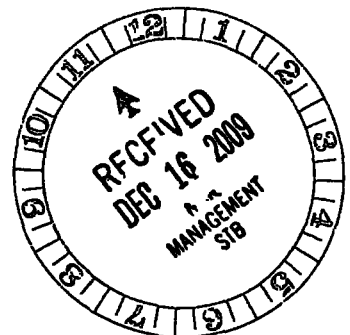
SUPPLEMENT NO. 214
to the
TTX COMPANY FORM A CAR CONTRACT
SUPERSEDING SUPPLEMENT NOS. 186, 209 & 213
(Effective January 1, 2010)

Pursuant to action taken by the TTX Board of Directors on December 3, 2009, this Supplement No. 214 to the Form A Car Contract supersedes all previously noticed car hire and mileage charges for use of the Company's equipment under the Form A Car Contract and replaces them with the car hire and mileage charges specified on the attached Exhibits A and B, effective January 1, 2010. The applicable wheel surcharge, which is not included herein, remains unchanged by this Supplement.

This Supplement No. 214 also cancels the "ACE" incentive previously provided for in Supplement No. 186.

TTX Company

By: 
T. F. Wells
President & CEO



TTX COMPANY
CAR HIRE AND MILEAGE CHARGES
PURSUANT TO SUPPLEMENT 214
EFFECTIVE JANUARY 1, 2010

Supplement 214
Exhibit A
Page 1

AAR Cartype	Initial	Description	Rate per Hour	Rate per Mile
<u>Automotive</u>				
V771, V778	BTTX	Articulated Bi-Level	\$ 1.35	\$0.002
V860	TTBX	89' Bi-Level	\$ 0.70	\$0.002
V911, V918, V961, V962, V971-V978, V981*	TTGX	89' Bi-Level	\$ 0.75	\$0.002
V491	TTQX	89' Tri-Level Fully Enclosed	\$ 0.79	\$0.002
V401, V402, V403, V406, V407, V411-V416, V418	ETTX	89' Tri-Level	\$ 0.79	\$0.002
V418	ETTX	89' Tri-Level TTX-Owned	\$ 1.35	\$0.002
V007	TTUX	Unilevel	\$ 2.25	\$0.002
V065	TTUX	Unilevel	\$ 2.25	\$0.002
F116, F216	FTTX	89' Flatcar Auto Frame	\$ 0.53	\$0.002
F126, F226	FTTX	89' Flatcar Auto Frame	\$ 0.53	\$0.002
<u>Conventional Intermodal</u>				
P712	TTX	89' TOFC	\$ 0.35	See Exhibit B
P823	WTTX	89' TOFC 2-45' Trailers	\$ 0.39	See Exhibit B
P834	KTTX	89' TOFC Fixed Hitch	\$ 0.39	See Exhibit B
P834	KTTX	89' TOFC Fixed Hitch	\$ 0.39	See Exhibit B
P836	RTTX	89' TOFC 3-28' Trailers	\$ 0.41	See Exhibit B
P852	TTWX	89' AP 2-45'	\$ 0.41	See Exhibit B
P870	RTTX	89' AP	\$ 0.41	See Exhibit B
Q112	TTOX	50' TOFC	\$ 0.33	See Exhibit B
Q120	RTTX	89' 2-Unit TOFC 6-28' Trailers	\$ 0.89	See Exhibit B
Q120	TTEX	89' 2-Unit TOFC D-Bar 3-57' Trailers	\$ 1.00	See Exhibit B
Q127	TTEX	89' 2-Unit TOFC D-Bar 3-57' or 4-4	\$ 0.75	See Exhibit B
Q128	TTEX	89' 2-Unit TOFC D-Bar 53/57' Trail	\$ 0.75	See Exhibit B
Q130	TTRX	57' 3-Unit TOFC	\$ 1.43	See Exhibit B
Q152	UTTX	48' 5-Unit TOFC Spine	\$ 1.64	See Exhibit B
Q156	TTLX	48' 5-Unit TOFC Spine	\$ 1.64	See Exhibit B
Q451	NTTX	48' 5-Unit COFC Spine	\$ 1.30	See Exhibit B
Q730	TTRX	57' 3-Unit AP Spine	\$ 1.43	See Exhibit B
Q730, Q732	TTAX	53' 3-Unit AP Spine	\$ 1.12	See Exhibit B
Q731, Q751	TTAX	48' 5-Unit AP Spine	\$ 1.43	See Exhibit B
Q750	TTAX	53' 5-Unit AP Spine	\$ 1.70	See Exhibit B
Q752	TTAX	53' 5-Unit AP Spine	\$ 1.70	See Exhibit B
<u>Double-Stack</u>				
S110	DTTX	40' Single-Unit Double-Stack	\$ 0.54	\$0.016
S130	DTTX	40' 3-unit ART Double-Stack	\$ 1.67	\$0.048
S151	DTTX	40' 5-Unit 100-Ton IBC Double-Stack	\$ 2.00	\$0.080
S152	DTTX	40' 5-Unit 100-Ton IBC Double-Stack	\$ 2.00	\$0.080
S152	DTTX	40' 5-Unit 100-Ton IBC Double-Stack	\$ 2.00	\$0.080
S160, S161, S162	DTTX	40' 5-Unit 125-Ton Double-Stack	\$ 2.13	\$0.080
S171, S172, S173, S174, S175, S177	DTTX	40' 5-Unit 100-Ton Bulkhead Double-Stack	\$ 2.10	\$0.080
S185	DTTX	40' 5-Unit 100-Ton Bulkhead Double-Stack	\$ 2.10	\$0.080
S250	DTTX	45' 5-Unit 100-Ton Double-Stack	\$ 1.95	\$0.080
S253	DTTX	45' 5-Unit 100-Ton Double-Stack	\$ 1.95	\$0.080
S312	DTTX	48' Single-Unit Double-Stack	\$ 0.54	\$0.016
S313	DTTX	48' Single-Unit Double-Stack	\$ 0.54	\$0.016
S332	DTTX	48' 3-unit ART Double-Stack	\$ 1.59	\$0.048
S332	DTTX	48' 3-Unit Double-Stack	\$ 1.71	\$0.048
S333	DTTX	48' 3-Unit DB AP Double-Stack	\$ 1.71	\$0.048
S342	DTTX	48' 4-Unit Drawbar Double-Stack	\$ 2.12	\$0.064
S343	DTTX	48' 4-Unit Drawbar Double-Stack	\$ 2.19	\$0.064

TTX COMPANY
CAR HIRE AND MILEAGE CHARGES
PURSUANT TO SUPPLEMENT 214
EFFECTIVE JANUARY 1, 2010

Supplement 214
Exhibit A
Page 2

AAR Cartype	Initial	Description	Rate per Hour	Rate per Mile
S354	DTTX	48' 5-Unit 100-Ton Double-Stack	\$ 1.90	\$0.080
S364	DTTX	48' 5-Unit 125-Ton Double-Stack	\$ 2.13	\$0.080
S367	DTTX	48' 5-Unit 125-Ton Double-Stack	\$ 2.13	\$0.080
S368	DTTX	48' 5-Unit 125-Ton Double-Stack	\$ 2.13	\$0.080
S450	DTTX	40/45' 5-Unit 100-Ton Double-Stack	\$ 1.95	\$0.080
S556	DTTX	40/48' 5-Unit 100-Ton Double-Stack	\$ 1.90	\$0.080
S566	DTTX	40/48' 5-Unit 125-Ton Double-Stack	\$ 2.13	\$0.080
S566	DTTX	40/48' 5-Unit 125-Ton Double-Stack	\$ 2.13	\$0.080
S615	DTTX	53' Single-Unit Double-Stack	\$ 0.59	\$0.016
S635	DTTX	53' 3-Unit Art Double-Stack	\$ 1.59	\$0.048
S635	DTTX	53' 3-Unit DB Double-Stack	\$ 1.65	\$0.048
S660	DTTX	53' 5-Unit Double-Stack	\$ 2.22	\$0.080
S714	DTTX	56' Single-Unit Double-Stack	\$ 0.91	\$0.016
Flatcars				
F105, F205, F115, F215	ZTTX	85' Flatcar Logs	\$ 0.61	\$0.002
F106, F116, F216	JTTX	89' Flatcar	\$ 0.47	\$0.002
F116, F126, F226	JTTX	89' Flatcar 4LH	\$ 0.47	\$0.002
F106, F116, F126, F206, F226, F216, F526	JTTX	89' STD Deck	\$ 0.52	\$0.002
F106, F206, F116, F126, F216, F226	JTTX	89' Flatcar SH	\$ 0.47	\$0.002
F114, F224, F124	MTTX	MTTX 83' Hyd	\$ 0.72	\$0.002
F115	MTTX	85' Flatcar	\$ 0.56	\$0.002
F115, F215	MTTX	85' Flatcar	\$ 0.52	\$0.002
F116, F126, F216, F226, F526	JTTX	89' STD Deck Pipe	\$ 0.55	\$0.002
F116, F126, F226	JTTX	89' STD Deck Pipe	\$ 0.55	\$0.002
F116, F126, F106, F206	TTYX	Windmill Car - 1 unit	\$ 0.55	\$0.002
F123	MTTX	60' Flatcar	\$ 1.14	\$0.002
F123, F223	HTTX	60' Chain-tie down	\$ 0.69	\$0.002
F123, F223	JTTX	60' Flatcar Wood Deck	\$ 0.38	\$0.002
F123, F223	JTTX	60' Flatcar Log	\$ 0.58	\$0.002
F123, F223	JTTX	60' Flatcar Log	\$ 0.74	\$0.002
F123, F223	MTTX	60' Flatcar	\$ 0.52	\$0.002
F123, F223	OTTX	Wood deck, stake pkts, 3/8" chain	\$ 0.68	\$0.002
F123, F223	TTHX	60' Flatcar	\$ 0.77	\$0.002
F126	ITTX	56-3/8", 40-1/2", 20-3/8" Chains	\$ 0.82	\$0.002
F126	JTTX	89' Low Deck Pipe	\$ 0.55	\$0.002
F126	JTTX	89' STD Deck Pipe	\$ 0.61	\$0.002
F126, F226	GTTX	89' Flatcar For Rack Application	\$ 0.76	\$0.002
F126, F226	TTDX	89' Flatcar	\$ 0.68	\$0.002
F126, F226, F116, F216	PTTX	Pipe 70 Ton	\$ 0.74	\$0.002
F126, F226	ITTX	36-3/8" Chain	\$ 0.70	\$0.002
F126, F226	ITTX	36-3/8" Chain	\$ 0.70	\$0.002
F126, F226	ITTX	50-3/8" Chain	\$ 0.74	\$0.002
F126, F226	JTTX	LTTX Boeing	\$ 0.55	\$0.002
F126, F426, F116	TTIX	89' Multi-Purpose Flat	\$ 0.73	\$0.002
F141	PTTX	48' 6" Flatcar Bulkhead	\$ 0.40	\$0.002
F226	GTTX	89' Flatcar For Rack Application	\$ 0.76	\$0.002
F226, F126	TXX	Deracked/Future Mod Car	\$ 0.47	\$0.002
F253	TTJX	62' Coiled Rod	\$ 0.78	\$0.002
F253, F323	TTJX	62' Rebar Finger Racks	\$ 0.78	\$0.002
F253	TTJX	62' Logs/Poles	\$ 0.78	\$0.002
F253, F323	TTJX	62'/68' Tie-down	\$ 0.78	\$0.002
F 253, F353	TTJX	Plate Steel	\$ 0.78	\$0.002
F253, F353	TTPX	Bulkhead 100 -Ton	\$ 0.74	\$0.002
F253, F353	TTPX	62' Bulkhead 100 -Ton	\$ 0.74	\$0.002

TTX COMPANY
CAR HIRE AND MILEAGE CHARGES
PURSUANT TO SUPPLEMENT 214
EFFECTIVE JANUARY 1, 2010

Supplement 214
Exhibit A
Page 3

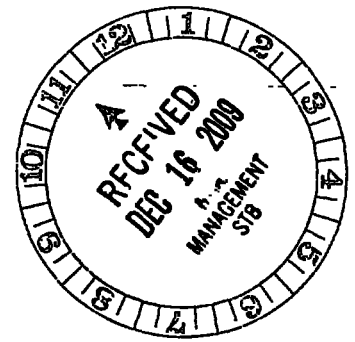
AAR Cartype	Initial	Description	Rate per Hour	Rate per Mile
F306	JTTX	2-Unit Drawbar Flatcar	\$ 1.16	\$0.002
F306	JTTX	2-Unit Windmill	\$ 1.16	\$0.002
F323, F223	TTJX	68' Channels	\$ 0.78	\$0.002
F323, F123, F223	TTMX	68' Flatcar Nailable Deck	\$ 0.66	\$0.002
F326, F426	LTTX	Utility Poles	\$ 1.51	\$0.002
F326, F426	PTTX	Pipe 100 Ton	\$ 1.30	\$0.002
F353	TTJX	62' Alum Ingots	\$ 0.78	\$0.002
F383, F483	TTZX	100-Ton Centerbeam	\$ 0.64	\$0.002
F383, F483	TTZX	110-Ton Centerbeam	\$ 0.64	\$0.002
F401	QTTX	Flat Deck, 8 axle, 240 Ton	\$ 3.23	\$0.230
F401	QTTX	Flat Deck, 12 axle, 370 Ton	\$ 5.30	\$0.380
F402	QTTX	Flat Deck Heavy-Duty	\$ 2.38	\$0.230
F402	QTTX	Flat Deck Heavy-Duty	\$ 5.30	\$0.380
F406	TTYX	Windmill Car - 2 unit	\$ 1.16	\$0.002
F423	QTTX	Flat Deck Heavy-Duty	\$ 2.99	\$0.230
F423	QTTX	Flat Deck Heavy-Duty	\$ 1.06	\$0.210
F426	JTTX	89' Flatcar 100 ton	\$ 1.15	\$0.002
F426	QTTX	89' Heavy-Duty Flatcar	\$ 1.49	\$0.210
F426	XTTX	89' 100-Ton Flatcar Pipe	\$ 1.15	\$0.002
F431, F432	QTTX	Depressed Deck Heavy-Duty	\$ 1.35	\$0.150
F432	QTTX	Depressed Deck Heavy-Duty	\$ 2.83	\$0.230
F433	QTTX	Depressed Deck Heavy-Duty	\$ 8.60	\$0.380
F433	QTTX	Depressed Deck Heavy-Duty	\$ 3.35	\$0.150
F433	QTTX	Depressed Deck Heavy-Duty	\$ 1.38	\$0.150
F433	QTTX	Depressed Deck Heavy-Duty	\$ 2.69	\$0.230
F433, F432	QTTX	Depressed Deck Heavy-Duty	\$ 2.16	\$0.230
F434	QTTX	Depressed Deck Heavy-Duty	\$ 8.60	\$0.380
F434	QTTX	Depressed Deck Heavy-Duty	\$ 3.87	\$0.230
F443, F343, F453	TPPX	62' Bulkhead 110-ton	\$ 0.74	\$0.002
F483	TTZX	110-Ton Centerbeam	\$ 0.64	\$0.002
L026, L421, L027	TTYX	Windmill Car - 5 unit	\$ 1.42	\$0.002
P380, P381	VTTX	60' TOFC - Military Use	\$ 0.58	\$0.002
P381	ATTX	60' TOFC - Military Use	\$ 0.68	\$0.002
P381, P783	TTCX	60' TOFC - Military Use	\$ 0.61	\$0.002

TTX COMPANY
CONVENTIONAL INTERMODAL MILEAGE SCALE
PURSUANT TO SUPPLEMENT 214
EFFECTIVE JANUARY 1, 2010

Supplement 214
Exhibit B

Average Car Miles per Hour During the Month (TOFC/COFC Cars on Line)*	Proposed Rate per Mile for Every Mile of Movement on Line During the Month
6.3 or less	\$ 0.0390
Over 6.3 but not over 6.5	\$ 0.0390
Over 6.5 but not over 6.7	\$ 0.0380
Over 6.7 but not over 6.9	\$ 0.0380
Over 6.9 but not over 7.1	\$ 0.0370
Over 7.1 but not over 7.3	\$ 0.0370
Over 7.3 but not over 7.5	\$ 0.0370
Over 7.5 but not over 7.7	\$ 0.0360
Over 7.7 but not over 7.9	\$ 0.0360
Over 7.9 but not over 8.1	\$ 0.0350
Over 8.1 but not over 8.3	\$ 0.0350
Over 8.3 but not over 8.5	\$ 0.0350
Over 8.5 but not over 8.8	\$ 0.0340
Over 8.8 but not over 9.0	\$ 0.0340
Over 9.0 but not over 9.2	\$ 0.0340
Over 9.2 but not over 9.4	\$ 0.0330
Over 9.4 but not over 9.6	\$ 0.0330
Over 9.6 but not over 9.8	\$ 0.0320
Over 9.8 but not over 10.0	\$ 0.0320
Over 10.0 but not over 10.2	\$ 0.0320
Over 10.2 but not over 10.4	\$ 0.0310
Over 10.4 but not over 10.6	\$ 0.0310
Over 10.6 but not over 10.8	\$ 0.0310
Over 10.8 but not over 11.0	\$ 0.0300
Over 11.0 but not over 11.3	\$ 0.0300
Over 11.3 but not over 11.5	\$ 0.0290
Over 11.5 but not over 11.7	\$ 0.0290
Over 11.7 but not over 11.9	\$ 0.0280
Over 11.9 but not over 12.1	\$ 0.0280
Over 12.1 but not over 12.3	\$ 0.0280
Over 12.3 but not over 12.5	\$ 0.0270
Over 12.5 but not over 12.7	\$ 0.0270
Over 12.7 but not over 12.9	\$ 0.0270
Over 12.9 but not over 13.1	\$ 0.0260
Over 13.1 but not over 13.3	\$ 0.0260
Over 13.3 but not over 13.5	\$ 0.0260
Over 13.5	\$ 0.0260

* The mileage and hours of all TOFC/COFC cars are used to determine the average car miles per hour.



SUPPLEMENT NO. 215
To
TTX COMPANY FORM A CAR CONTRACT
(Effective January 1, 2010)

Pursuant to action taken by the TTX Board of Directors on December 3, 2009, the Form A Car Contract is hereby amended by this Supplement 215, effective January 1, 2010. This Supplement permits a railroad to move railcars stored on its lines from one storage location to one or more alternative storage locations within that railroad's network (hereinafter "Relocation") at a reduced cost subject to the following terms and conditions:

(1) A railroad requesting a move must provide an email or fax, no less than three (3) calendar days before a move is planned, listing the railcars and the origin and destination storage locations involved in the Relocation to the TTX Fleet Department (updated contact information is maintained on TTX's BPN website) for approval. All railcars must be in a "stored serviceable" status pursuant to the storage rules utilized by TTX's Car Accounting department.

(2) Each request for Relocation must contain a minimum number of 10 railcars. For intermodal railcars, each request for Relocation must contain a minimum of 20 platforms.

(3) All Relocations must be from a point on the requesting railroad's system or lines of connecting short line railroads it serves to one or more points of the requesting railroad's system or lines of connecting short line railroads it serves.

(4) The railroads will comply with TTX's car movement directives concerning the movement of any railcars on a railroad's Relocation list to another location of TTX's choosing and at TTX's expense consistent with rates set

forth in this Car Contract for purposes consistent with pool goals including, but not limited to, a storage place if the car is coming off lease, shop facility for program or routine maintenance, re-rack or de-rack facility, scrap facility, or another location to fill railcar orders. TTX will notify the requesting railroad of such needs within three (3) business days of receiving the Relocation list.

(5) When the railcars are pulled from the first storage location, they will go "on the clock" and be assessed car hire (including time and mileage) for the duration of the storage-to-storage move. The requesting railroad must notify the TTX Fleet Department when the relocated railcars arrive at the alternative storage location so that the railcars receive car hire relief for the time accrued during transit. Once the cars arrive at the alternative storage location, the cars will come off the clock immediately and no five day turn back charge will be assessed.

(6) TTX will reimburse the railroad the appropriate hourly rate for each railcar involved in Relocation through the 100% Percent Billing Process minus the published mileage charge associated with the car type being relocated after the move is complete and TTX confirms that the railcars were returned to storage.

(7) All storage-to-storage moves in a Relocation must be initiated within 14 calendar days of TTX's approval of the Relocation list and completed within 21 calendar days of the initial movement of cars from the origin storage location. If the Relocation is not completed within that 21 day period, TTX will assume the railcars are in active service meaning no car hire reimbursement will be allowed and car hire will be collected on those railcars consistent with customary practice for railcars in active service.

TTX Company

By: 

T.F. Wells
President & CEO